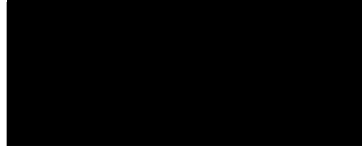


TOMMIE E. BATCHELOR
PROFESSIONAL PILOT



February 3, 2000

Georgia R. Snyder, Regional Director
National Transportation Safety Board
624 Six Flags Drive, Suite 150
Arlington, TX 76011

Re: Mitsubishi MU-2, N386TM

Dear Ms. Snyder,

In response to the request from Jason for a note in reference to my flying with Gerald Babb and Sid Maitra for a few days, is the following:

I received a call from Pat Cannon of Turbine Aircraft Marketing, Inc. to ask if I was available to go to San Jose, CA and fly with the two above named gentlemen. I have flown, before, with pilots who need a qualified pilot in the right seat to build time to meet insurance requirements. He explained that the pilots had attended and completed the Flight Safety Inc. training in Houston and needed a pilot to ride with them. I was told that Gerald Babb was approved by Flight Safety in the MU-2, but that Sid Maitra was not approved.

I departed IAH on January 4, 2000 and arrived in SJC the same day. Gerald Babb met me the next morning and we drove to the San Jose Jet Center on the International Airport. The aircraft was sitting on the ramp. I asked Babb if they were planning any business trips to build time and he said not at that time. He seemed more interested in local flying and pattern work with takeoffs and landings. Sid Maitra arrived and we departed SJC for some airwork over Monterey Bay south of SJC with Babb flying. Sid Maitra sat in the back and observed.

The flight, with Babb flying, consisted of him demonstrating high speed and slow flight, turns (high and low speed), stalls in all configurations with recoveries. He was knowledgeable about the emergency procedures in the MU-2. In response to my questions about single-engine procedures, Babb displayed satisfactory knowledge about the flight characteristics of the MU-2 on single-engine operation.

At altitude, during this flight, I pulled one engine back to flight idle and Babb displayed satisfactory performance in recognizing and simulating shutdown and controlling the aircraft. Since he had completed Flight Safety training, no more engine failures were simulated after this. I asked about a close airport, suitable for pattern work, and they suggested Hollister (3O7). We arrived in the Hollister area and commenced to make touch and goes along with full stop landings. I gave my usual lecture on approaching every takeoff with the thought in mind that I am going to lose an engine on this takeoff and I must be prepared for it.

During a break for lunch, I explained in depth about the NTS check and the Supplemental NTS check and emphasized the importance of both. The day's total flight time with Babb was about 2 hours. We recovered back into SJC and Babb said he was returning to the office and that I would fly with Maitra that afternoon. Maitra and I left SJC and basically performed the same maneuvers in the same areas for about 2.5 hours.

The next day, January 6th, was essentially the same with Babb flying about 1.7 hours and Maitra flying about 2.0 hours. After the flight Babb and Maitra discussed some of the squawks on the aircraft and they asked me if I would fly with Maitra to Tulsa so that maintenance could correct these squawks and possibly make some updates on the aircraft. I asked if they wanted me to fly with them some more locally or make some business trips before we did that. They said no. I asked if there was anyone locally who was qualified and current to ride with them in the future. Babb mentioned some pilot he knew that could possibly do that. But for now we would just ferry the aircraft, back to Tulsa, and to give Maitra some more time-in-type, enroute.

On the morning of January 7th, Maitra and I ferried the aircraft from SJC to Tulsa with a fuel stop in Pueblo, CO. Upon arrival in Tulsa, Maitra handed the aircraft over to Intercontinental Jet Corporation. Maitra and I went over to the terminal to catch our respective airline flights home. Before leaving I suggested to Maitra that since he and Babb were both low time-in-type, that they call me when the aircraft was ready for flight. I offered to travel to Tulsa to perform a maintenance test flight, then ferry the aircraft to SJC, after which I could fly additional time with them. He said they would do that.

I was at Intercontinental Jet, Corp., in Tulsa, the following week and happened to be in the same hanger with N386TM. It reminded me to phone Gerald Babb and talk with him again about me ferrying the aircraft and flying with them some more. He said he would call me when the aircraft was ready.

There was no further communication between myself and Mr. Babb or Mr. Maitra.

Sincerely,


Tom Batchelor